MBTA Key Bus Route Improvement Program

The MBTA is committed to improving your bus riding experience. Over the next two years, the MBTA will plan and implement a series of enhancements to 15 bus routes, chosen for their high ridership and frequency of service. This project, known as the **Key Bus Route Improvement Program**, will help reduce trip times; improve accessibility; enhance customer comfort, convenience and safety; and make the routes more reliable and cost-effective. Tonight's meeting will discuss potential improvements to Bus Route 57.

Utilizing $10 million in grant funding through the American Recovery and Reinvestment Act (ARRA) the MBTA now has the opportunity to implement the Key Bus Route Improvement Program. This one-time opportunity to improve service quality will be accomplished by implementing a combination of the following: bus stop location improvements, bus stop amenities – shelters, benches, trash barrels and signage, curb extensions, and accessibility enhancements, in addition to traffic signal upgrades.

Working with local municipalities, all Key Bus Route improvements will be developed with the help of public input. The public process for Routes 23, 39 and 28 is ongoing, and the remaining 12 routes will be improved over the next two years through a phased implementation approach. Routes 1, 57, and 66 constitute the next phase of Key Bus Routes scheduled for implementation, and the community feedback process has just begun. Your input at this meeting will help inform how we improve Bus Route 57. We look forward to collaborating with you to provide a better bus service!

Upcoming MBTA Key Bus Route Meetings

Route	Date	Time	Location	Address
1	Tuesday, January 18	6:30 – 8:00	Cambridge Senior Center	806 Massachusetts Ave, Cambridge
1	Monday, January 24	6:30 – 8:00	United South End Settlements	566 Columbus Ave, Boston
57	Monday, January 31	6:30 – 8:00	Boston Arts Academy	174 Ipswich St, Boston
66	Wednesday, January 19	6:00 – 7:30	Honan-Allston Branch Library	300 North Harvard Street, Boston
66	Thursday, January 20	6:30 – 8:00	Tobin Community Center	1481 Tremont Street, Boston
66	Wednesday, January 26	6:30 – 8:00	Brookline Town Hall	333 Washington Street, Brookline

MBTA Key Bus Route Improvement Program

Glossary and Abbreviations of Terms

Bus Stop Location – Nearside: bus stop is located before an intersection, or driveway.
Bus Stop Location – Farside: bus stop is located after an intersection, or driveway.
Bus Stop Location – Mid-block: bus stop is located in the middle of a street block.

Companion Stop – bus stops are typically located in pairs, one on each side of the street.

Curb extension (or bulb out) – sidewalk is widened in a particular section, sometimes either side of a crosswalk, or at the start/end of on-street parking.

Generic/Rear Sign – MBTA bus stop sign that is located at the rear of the stop to define the end of the bus stop.

Landing pad/area – an area at the front of the bus stop where customers board and alight the bus.

Queue jump – priority is given to buses at an intersection. It can also come in a variety of forms such as a shared right turn/bus lane allowing the bus to access a farside stop more quickly or with a bus only signal, allowing buses to advance ahead of the general traffic.

Rt. Descr. Sign (Route Descriptive Sign) – MBTA bus stop sign that is located at the front of the stop and lists bus route and customer information.

Sharrow – pavement marking on the roadway that indicates to bicyclists that the road space they are entering is shared, i.e. with a bus stop or general traffic.

TSP (Transit Signal Priority) – priority is given to buses at traffic signals. This can come in a variety of forms, but the most common form is for the green time to be extended for all traffic when a bus is approaching the intersection. This will only be effective for farside or mid-block stops.

INBOUND

Bus Stop Sequence	Stop ID	Street	Stop Name / Cross Street	Distance to Next Stop (ft)	Time to Next Stop (min)	Location	Route 57 Ons (Fall09)	Route 57 Offs (Fall09)	Municipality	Sidewalk Width (ft)	Existing Shelter	Existing Bench	Existing Bus Stop Length (ft)	Preliminary Recommendations
1	900		Watertown Yard	820'	4	Busway	502	0	Watertown		Cemusa (2)	Yes		Add trash barrels and bike parking. Add TSP at Galen St
2	901	Galen St	Eliot St	820'	4	mid-block	14	2	Watertown	11'	None	No	132'	Eliminate to improve stop spacing, ridership is low. Distance to previous or next stop is ~820'. Install 3-4 parking spaces in former stop location. Revised distance between stops is ~1640'.
3	902	Galen St	Boyd St	570'	3	near side	30	3	Watertown	10'	None	No	132 (25' on curb extension)	Current bus stop area unclear due to the absense of a rear sign. Assume bus stop is at curb extension, otherwise add rear sign where needed in the curb cut & eliminate 3-4 parking spaces.
4	1900	Centre St	Pearl St	710'	3	near side	30	12	Newton	11'	Awning of abutter	No	31'	Eliminate to improve stop spacing and improve traffic flow by not stopping in the travel lane. Access from Pearl St to Center St stop via a building. Can't consolidate at Carleton fs (insufficient curb length); ns would be on curb extension but without shel Revised distance between stops is 1280'.
5	903	Washington St	Bacon St	1930'	9	near side	194	22	Newton	16'	MBTA brown (2)	Yes	140'	Replace bus shelter & add trash barrels. Need bus stop access enforcement.
6	9031	Centre St	#400	700'	3	mid-block	100	7	Newton	16'	Newton Built in place	Yes (concrete)	130'	None.
7	904	Park St	Elmwood St	580'	3	far side	14	3	Newton	5'	None	No	45'	Eliminate stop due to proximity to next stop at Hibbard Rd (580'), low ridership, insufficent curb length (requiring parking elimination), and lack of concete landing pad. Revised distance between stops will be 1280'.
8	905	Tremont St	opp Hibbard Rd	600'	3	mid-block	23	1	Newton	5'	None	No	82'	Add concrete landing pad and improve visibility by trimming trees.
9	906	Tremont St	Waverly Ave	710'	3	near side	26	4	Newton	5'	None	No	60'	Add rear sign and improve visibility by trimming trees.
10	907	Tremont St	Pembroke St	440'	2	near side	17	1	Newton	5'	None	No	70'	Construct concrete landing pad at front of stop.
11	908	Tremont St	Marlboro St	500'	2	far side	12	4	Newton	5'	None	No	51'	Eliminate stop due to proximity to previous stop at Pembroke (440'), low ridership, and lack of concrete landing pad. Revised distance between stops will be 940'.
12	909	Tremont St	Cufflin St	490'	2	near side	64	9	Boston	12'	None	Yes (2 wooden at Laundromat)	60'	Relocate farside of Cufflin & add a concrete landing pad. = - ~3 parking spaces but 2 could be reinstated at former stop location.
13	910	Tremont St	Tremont Pl	520'	2	mid-block	26	1	Boston	11'	None	No	63'	Add bench. Move rear sign back to driveway of apt. building to lengthen stop.
14	911	Tremont St	Tip Top St	520'	2	near side	8	2	Boston	4' land, 6' sidewalk	None	No	56'	Eliminate stop due to low ridership, insufficent bus stop length (would required parking elimination) and improve bus stop spacing. Closest stop is 520' away. Revised stop spacing will be 1100'.
15	912	Tremont St	Washington St	580'	3	mid-block	86	15	Boston	12'	Wall	Yes	36'	Relocate rear sign further back to provide accessible path from shelter/landing pad to bus= ~ 1-2 unregulated parking spaces.
16	913	Washington St	Breck Ave	580'	3	mid-block	286	30	Boston	12'	None	No	48'	Add shelter subject to abutter permission. Add bench and trash barrel, and replace front sign.

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17	914	Washington St	opp Montfern Ave	500'	2	mid-block	142	11	Boston	11'	None	No	56'	Consolidate with Langley & locate new stop midway between Oak Sq Av & Langley = - 2/3 spaces. Install 1 parking space at Montfern. Add shelter with abutter permission. Add bench & trash barrel
18	915	Washington St	Langley Rd	930'	4	near side	103	16	Boston	12'	None	No	63'	Consolidate with Montfern, as above. Install 3 parking spaces at former bus stop.
19	916	Washington St	Lake St	740'	4	mid-block	395	69	Boston	12'	Wall	Yes	23'	Replace trash barrel.
20	917	Washington St	Foster St	1020'	5	near side	152	44	Boston	11'	None	No	40'	Relocate farside (hydrant will be to the rear of the stop) = -1 parking space but could reinstate at former bus stop. Add bench & trash barrel. Signal improvements and shared right turn/bus lane at Foster St.
21	918	Washington St	Baldwin Pl	360'	2	near side	305	145	Boston	12'	None	No	48'	Consolidate with Waldo Terrace. Add TSP or shared right turn lane/bus lane at Market St.
22	919	Washington St	opp Waldo Terr	550'	3	mid-block	156	64	Boston	10'	None	No	55'	Consolidate with Baldwin and relocate stop nearside of Academy Hill Rd. Add shelter (with abutter permission). Add shelter & trash barrel.
23	920	Cambridge St	Washington St	320'	2	far side	192	43	Boston	25'	Wall	Yes	58'	None.
24	19201	Cambridge St	opp Elko St	590'	3	mid-block	100	29	Boston	17'	Wall	Yes	54'	Add rear sign.
25	921	Cambridge St	Warren St	460'	2	near side	125	26	Boston	12'	Concrete	No	64'	Eliminate stop to improve bus stop spacing. 590' to closest stop at Elko St. Revised distance between stops will be 1050'
26	922	Cambridge St	opp Dustin St	770'	4	mid-block	338	21	Boston	12'	Wall	Yes	78'	None.
27	923	Cambridge St	Eleanor St	820'	4	near side	19	7	Boston	12 (6' concrete, 6' grass)	None	No	58'	Eliminate stop due to low ridership, and improve bus stop spacing. Revised bus stop spacing will be approximately 1400' due to the relocation of Gordon St.
28	924	Cambridge St	Gordon St	570'	3	near side	103	26	Boston	15' (9' concrete, 6' grass)	None	No	45'	Relocate stop further back, before hydrant (eliminating conflict with parking demand for stores). Front sign would fall near hydrant, existing concrete landing pad, but may require the driveway to be blocked. =-2 unregulated spaces, but can resinstate at front of stop.
29	925	Cambridge St	Barrows St	570'	3	near side	137	107	Boston	11'	None	No	57'	Eliminate stop to improve bus stop spacing. 590' to closest stop at Cambridge St. Revised distance between stops will be ~1300' due to the relocation of Gordan.
30	926	Brighton Ave	Cambridge St	520'	2	far side	536	141	Boston	10'	None	No	63'	Add curb extension if permission to add a shelter. Add benches with abutter permission.
31	927	Brighton Ave	Allston St	650'	3	near side	232	141	Boston	10'	None	No	35'	Eliminate stop to improve bus stop spacing, insufficient bus stop length and degraded sidewalk at this stop. Closest stop at Cambridge St is 520'. Revised stop spacing would be 1170'.

INBOUND

Bus Stop Sequence	Stop ID	Street	Stop Name / Cross Street	Distance to Next Stop (ft)	Time to Next Stop (min)	Location	Route 57 Ons (Fall09)	Route 57 Offs (Fall09)	Municipality	Sidewalk Width (ft)	Existing Shelter	Existing Bench	Existing Bus Stop Length (ft)	Preliminary Recommendations
32	928	Brighton Ave	Harvard Ave	510'	2	near side	288	198	Boston	10'	None	No	30'	Relocate rear sign further back to provide sufficent stop length = -2 parking spaces. Add bench (beside signal box) and trash barrel.
33	929	Brighton Ave	Linden St	580'	3	near side	211	46	Boston	10'	None	No	50'	Eliminate stop to improve bus stop spacing, insufficient bus stop length and degraded sidewalk at this stop. Install 1-2 parking spaces. Closest stop at Harvard Ave is 510'. Revised stop spacing would be 1090'.
34	930	Brighton Ave	Chester St	750'	4	far side	183	28	Boston	10'	None	No	55'	Add bench & trash barrel.
35	931	Brighton Ave	Comm Ave	520'	2	near side	396	141	Boston	9'	None	No	30'	Consolidate with Naples to improve bus stop spacing, both stops are too short and the sidewalk at Comm Ave is too narrow. New stop is located farside of Comm Ave (more like mid-block because of parking) (outside Commonwealth Market) = -4 metered parking spaces. Reinstate 1 parking space at former Comm Ave location. Add shelter with wider sidewalk. Add bench & trash barrel. Connection to Green Line not quite as good as current location but given the stop is for mostly boardings, transfer from GL to Rt57 is highly unlikely since they follow the same path to Kenmore. Add TSP at Brighton/Comm Ave. Revised stop distance will be ~1000'.
36	932	Comm. Ave	Naples Rd	650'	3	near side	44	54	Boston	22'	None	No	44'	Consolidate with Comm Ave. as above. Reinstate 1/2 parking spaces.
37	933	Comm. Ave	Babcock St	750'	4	far side	231	86	Boston	22'	None	No	63'	Add shelter & bench.
38	934	Comm. Ave	Pleasant St	760'	4	near side	134	114	Boston	21'	None	No	47'	Consolidate with St. Paul to improve bus stop spacing, provide a safer bus stop location than Pleasant St. and due to insufficient bus stop length at St. Paul (require parking elimination). Relocate new stop farside of Pleasant St = -3 metered spaces. Consideration may be give to reinstating parking at former Pleasant stop, although it will lie in the middle of this staggered intersection. Add shelter, bench & barrel. Revised stop distance will be ~ 1400
39	935	Comm. Ave	St Paul St	560'	3	far side	248	103	Boston	22'	None	No	35'	Consolidate with Pleasant St. as above. Reinstate 1 parking space (hydrant in current stop).
40	936	Comm. Ave	Amory St	1340'	6	far side	66	62	Boston	14'	None	No	38'	Add shelter with abutter permission. Add bench & trash barrel and rear sign.
41	937	Comm. Ave	Carlton St	640'	3	mid-block	12	196	Boston	17'	Wall (narrow)	Yes	58'	Replace front sign.
42	938	Comm. Ave	St Marys St	750'	4	far side	32	482	Boston	21'	None	Yes	46'	Extend bus stop length to front of stop =-~1 parking space. Relocate trash barrel or bike racks to provide a clear landing area.
43	939	Comm. Ave	opp Granby St	1140'	5	mid-block	28	269	Boston	22'	Wall	Yes	65'	Lengthen stop at rear & replace front sign.
44	941	Comm. Ave	Blandford St	1010'	5	mid-block	24	390	Boston	17'	Wall	Yes	59'	Lengthen stop at rear & replace front sign.
45	899	Comm. Ave	Kenmore Station Busway	N/A	N/A	Busway	8	2538	Boston					None.

OUTBOUND

Bus Stop Sequence	Stop ID	Street	Stop Name / Cross Street	Distance to Next Stop (ft)	Time to Next Stop (min)	Location	Route 57 Ons (Fall09)	Route 57 Offs (Fall09)	Municipality	Sidewalk Width (ft)	Existing Shelter	Existing Bench	Existing Bus Stop Length (ft)	Preliminary Recommendations
1	899		Kenmore Station Busway	1450'	7	Busway	2224	2	Boston	NA	Station	Yes		None
2	951	Comm. Ave	Sherborn St	840'	4	far side	546	2	Boston	28'	Wall	Yes	68'	Replace front sign.
3	952	Comm. Ave	Granby St	710'	3	far side	272	8	Boston	29'	Wall	Yes	50'	Replace front sign & lengthen stop to front = -1 parking space. Ideally correct curb alignment to meet bus stop needs.
4	953	Comm. Ave	St Marys St	850'	4	mid-block	447	31	Boston	25'	None	No	46'	Relocate west to clear crosswalks (currently no parking zone in this area). Landing pad will fall between a flower bed & signal box/lamppost. Bench & trash barrel are already very close by.
5	954	Comm. Ave	University Rd	1130'	5	near side	207	17	Boston	13'	Wall	Yes	52'	Install Rt. Descr. Front sign (clarify confusion with other stop serving 47 & CT1 in right turn only lane further west). Needs more bike racks.
6	955	Comm. Ave	opp Amory St	630'	3	mid-block	53	56	Boston	22'	None	Yes	57'	Eliminate stop to improve bus stop spacing. Closest stop is 660' at Buick St. Although revised stop spacing would be 1760' the distance from University Rd is exacerbated by the bridge.
7	956	Comm. Ave	Buick St	660'	3	far side	122	234	Boston	30'	Wall	Yes	65'	Add barrel & replace rear sign. Redefine bus stop area with correctly located signs and remove parking pavement markings in stop area.
8	957	Comm. Ave	Agganis Way	840'	4	near side	82	161	Boston	30'	None	No	82'	Eliminate stop to improve bus stop spacing, Buick stop is on the same block and not ideally located between intersection and a crosswalk. Closest stop is 570' at Babcock. St on same block as Buick & stop not ideal between crosswalk & intersection). Its companion stop at Pleasant St is being relocated, so it will be paired with Buick. Revised stop distance is 1410'.
9	958	Comm. Ave	Babcock St	570'	3	far side	90	178	Boston	25'	Wall	Yes	51'	Add a trash barrel and replace rear sign.
10	959	Comm. Ave	#1079	740'	4	mid-block	151	225	Boston	24'	Wall	Yes	40'	Ideally eliminate because it is very close to Babcock (570'), but has a shelter, therefore retain in current location. To relocate signs and provide flat landing pad around the hydrant = -2-3 parking spaces.
11	960	Brighton Ave	#19	540'	3	mid-block	55	96	Boston	10'	None	No	50'	Eliminate stop to improve bus stop spacing and due to low ridership. Closest stop at Chester is 540'. Revised stop distance will be 1040'.
12	961	Brighton Ave	Chester St	500'	2	near side	35	170	Boston	10'	None	No	42'	Relocate farside (in front of same type of apt. building) due to insufficent stop length =-2 parking spaces, which can be reinstated at previous stop (hydrant will be located to rear of stop). Add trash barrel.
13	962	Brighton Ave	Linden St	520'	2	near side	31	192	Boston	10'	None	No	47'	Eliminate stop to improve stop spacing and due to insufficient stop length (would require elimination of parking). Closest stop Chester is less than 500' when relocated. Install 2-3 parking spaces at former stop. Revised stop distance will be ~900'.
14	963	Brighton Ave	Harvard Ave	530'	3	near side	156	278	Boston	10'	None	No	35'	Eliminate stop to improve bus stop spacing and insufficent bus stop length, which would require eliminating 2 parking spaces. Connections to Route 66 outbound can be made at the next stop, and the inbound stop is not far from Quint St. Add TSP at Harvard Ave.
15	964	Brighton Ave	opp Quint Ave	560'	3	near side	180	304	Boston	15'	Wall	Yes	40'	Eliminate parking space behind stop and relocate rear sign to provide sufficient bus stop length.

OUTBOUND

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16	965	Brighton Ave	Craftsman St	540'	3	far side	116	392	Boston	10'	Wall	Yes	80'	Ideally eliminate bus stop because it is not easy to cross 2 travel lanes and get into the left turn lane. It does however house a shelter. Although bus stop also serves Route 66 the next stop is located on the oppsite side of the fire house. When eliminated stop spacing would be less than 1100' when North Beacon is relocated and the closest stop at Quint is 560'.
17	966	Cambridge St	N Beacon St	920'	4	far side	153	229	Boston	11'	None	No	47'	Relocate to farside between North Beacon St and driveway, due to insufficent space for landing area = -2 30 min parking spaces, and resintate one at former bus stop location (pavement markings already in place). Relocate newspaper boxes to provide clear landing area. Add bench and trash barrel.
18	967	Cambridge St	Gordon St	580'	3	mid-block	18	79	Boston		None	No	52'	Eliminate 1 parking space in front of stop and relocate front sign to provide sufficient bus stop length. Add trash barrel.
19	968	Cambridge St	opp Eleanor St	770'	4	mid-block	16	9	Boston	13'	Wall	Yes	39'	No change. Ideally eliminate stop (eliminating companion), to improve stop spacing and due to low ridership. Despite little ridership shelter exists.
20	969	Cambridge St	Dustin St	600'	3	near side	13	300	Boston	6'	None	No	26'	Eliminate stop due to proximity of Sparhawk (600'), improve bus stop spacing, very insufficient bus stop length and no concrete landing pad. Could only reinstate 1 parking space.
21	970	Cambridge St	Sparhawk St	520'	2	far side	59	164	Boston	13'	Wall	Yes	71'	No change. Add trash barrel.
22	971	Cambridge St	Elko St	770'	4	far side	25	123	Boston	10'	None	No	55'	Relocate to farside of Henshaw St. (in front of Allston-Brighton CDC public gardens), closer to the ped signal at Washington S to provide a safer crossing of Cambridge St Add trash barrel.
23	972	Washington St	Waldo Terr	360'	2	near side	52	186	Boston	9'	None	Yes	25'	Relocate to farside of Waldo Terrace to provide sufficient bus stop length and be closer to its relocated companion (ns of Academy Pl). = -3 parking spaces, 1 can be installed at former location. Do not locate landing pad at tree pit. Add bench (with abutter permission) and trash barrel.
24	9721	Washington St	Market St	320'	2	near side	84	157	Boston	10'	None	No	50'	Consolidate with Leicester St and locate new stop farside of Market St. to improve bus stop spacing, insufficient bus stop length and crowded landing area at Market St, and parking enforcement problems and blocking crosswalk at Leicester St. =-3 parking spaces. Add shared right turn/bus lane in former Market St stop location. Revised bus stop spacing is ~ 800ft
25	973	Washington St	Leicester St	640'	3	near side	76	166	Boston	11'	None	No	70'	Consolidate with Market St. as above. Reinstate 3 parking spaces
26	974	Washington St	Foster St	1030'	5	far side	42	211	Boston	11'	None	No	57'	Current bus stop blocks crosswalk. Eliminate 1-2 parking spaces in front of stop and relocate signs to provide sufficient bus stop length.
27	975	Washington St	Brock St	630'	3	far side	67	297	Boston	12'	Wall	Yes	43'	Relocate rear sign closer to crosswalk to reinforce bus stop area and provide sufficient bus stop length. Add trash barrel.
28	976	Washington St	Fairbanks St	560'	3	near side	12	109	Boston	13'	None	No	58'	Consolidate with Montfern, and locate new stop nearside of Oak Sq Ave (should have sufficient bus stop length with driveway rear of stop). Trim tree for better visibility. Revised distances between Brock St & new stop will be ~ 1100ft
29	977	Washington St	Montfern Ave	660'	3	near side	15	150	Boston	12'	None	No	33'	Consolidate with Fairbanks as above. Revised distances between new stop and Oak St will be ~800ft

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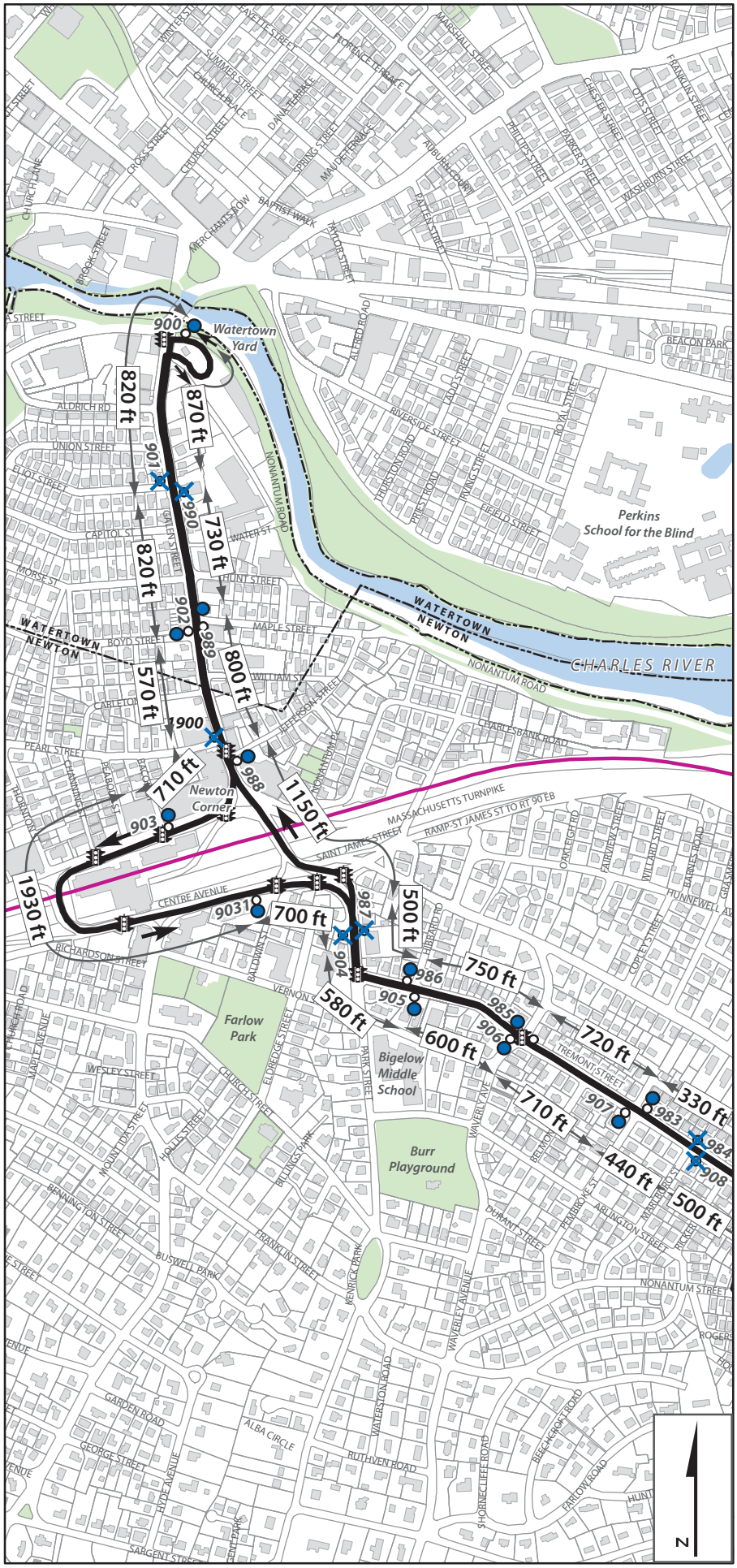
30	9780	Washington St	Oak Sq	510'	2	mid-block	40	360	Boston	10'	Wall	Yes	57'	Relocate bus stop signs further east to farside of YMCA driveway to provide sufficient bus stop length, retain stop at existing shelter and minimize need to eliminate parking by lengthening the existing stop. Add trash barrel.
31	979	Tremont St	Washington St	550'	3	far side	26	77	Boston	11'	Wall	Yes	61'	Add trash barrel.
32	980	Tremont St	Tip Top St	520'	2	near side	2	11	Boston	10'	None	No	40'	Eliminate stop to improve stop spacing, low ridership and very insufficent stop length. Companion being eliminated also. Closest stop is 550' at Washington St. Revised distance between stops will be 1070'
33	981	Tremont St	opp Tremont Pl	580'	3	mid-block	5	52	Boston	10'	None	No	42'	Eliminate 1 parking space to provide sufficient bus stop length.
34	982	Tremont St	opp Cufflin St	500'	2	mid-block	9	43	Boston	12'	None	No	80'	Trim tree at front of stop to improve visibility of stop.
35	984	Tremont St	Marlboro St	330'	2	mid-block	2	13	Newton	5' + 7' grass	None	No	83'	Eliminate stop to improve bus stop spacing (closest stop at Playstead is 330'), due to low ridership, and lack of a concrete landing pad. Reinstate 3 parking spaces. Revised bus stop spacing 1050',
36	983	Tremont St	Playstead Rd	720'	3	near side	1	17	Newton	5' + 7' grass	None	No	89'	Add concrete landing pad.
37	985	Tremont St	Waverly Ave	750'	4	near side	2	12	Newton	5' + grass	None	No	57'	Expand concrete landing pad and relocate front sign west of landing pad.
38	986	Tremont St	Hibbard Rd	500'	2	mid-block	1	55	Newton	5' + grass	None	No	85'	Expand concrete landing pad and relocate front sign west of landing pad.
39	987	Park St	Tremont St	1150'	5	mid-block	4	12	Newton	6'	None	No	84'	Eliminate stop due to proximity to previous stop at Hibbard Rd (500'), low ridership. Revised distance between stops will be 1650', however this spans the MassPike bridge.
40	988	Centre St	Jefferson St	800'	4	near side	14	248	Newton	23'	None	No	70'	Add trash barrel and replace faded rear sign.
41	989	Galen St	Maple St	730'	3	near side/mid block	2	53	Watertown	5'/11'	None	No		Relocate bus stop sign south of hydrant to free up landing area. Or expand curb extension between it & the driveway to the south.
42	990	Galen St	Eliot St	870'	4	mid-block	0	23	Watertown	11'/5'	None	No	70'	Eliminate stop to improve bus stop spacing (closest stop at Maple is 730'), absence of an accessible and sufficient landing ar and low ridership. Revised distance between stops will be 1600'.
43	900	Galen St	Watertown Yard	N/A	N/A		0	497	Watertown					Add trash barrels and bike parking.



See map "Boston (West)" for continuation of route

Massachusetts Bay Transportation Authority

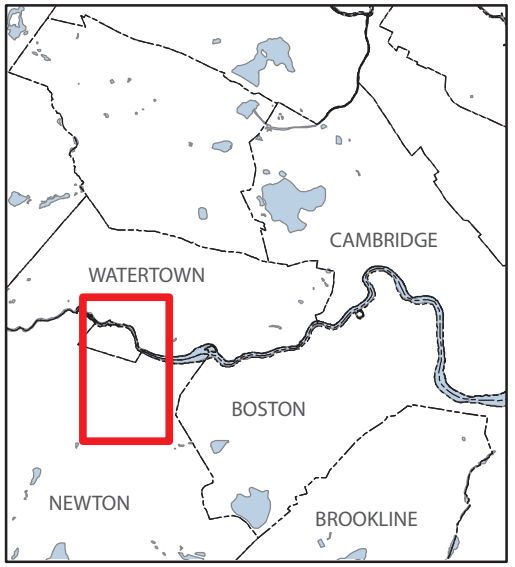
massDOT

Key Bus Route Improvement Program

Route 57

Preliminary Recommendations
Newton/Watertown

- Route 57
- 900 — Existing Stops w/ Bus Stop Identification No.
- Proposed Stops
- Proposed Eliminated Stops
- Rapid Transit Lines w/ Stations
- Commuter Rail w/ Stations
- P — Traffic Signals (P = Pedestrian Signal)
- 750 ft — Distance between Existing Stops
- Municipal Boundaries



MAP SOURCE: MassGIS

0 375 750 1,500 Feet

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

11 January 2011

Massachusetts Bay Transportation Authority

massDOT

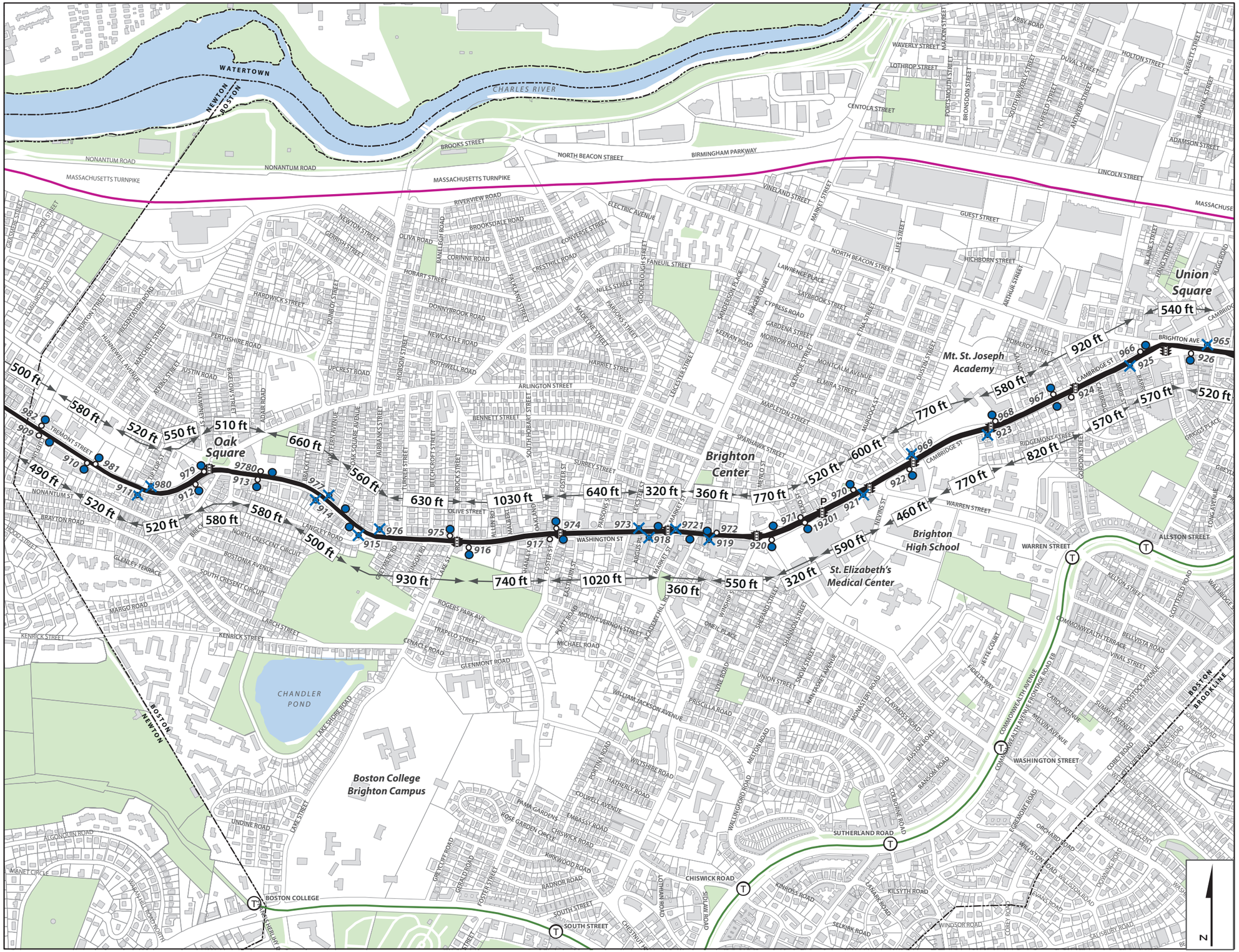
Key Bus Route Improvement Program

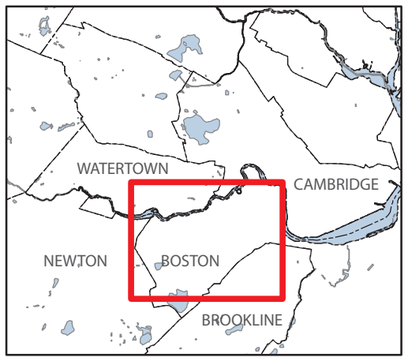
Route 57

Preliminary Recommendations
Boston (West)

See map "Newton/Watertown" for continuation of route

See map "Boston (East)" for continuation of route





	Route 57
982	Existing Stops w/ Bus Stop Identification No.
	Proposed Stops
	Proposed Eliminated Stops
T	Rapid Transit Lines w/ Stations
T	Commuter Rail w/ Stations
P	Traffic Signals (P = Pedestrian Signal)
750 ft	Distance between Existing Stops
	Municipal Boundaries

MAP SOURCE: MassGIS

0 500 1,000 2,000 Feet

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

11 January 2011

Massachusetts Bay Transportation Authority

massDOT

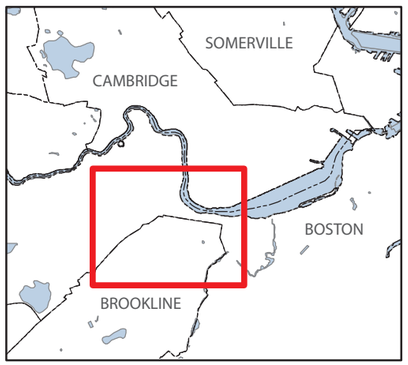
Key Bus Route Improvement Program

Route 57

Preliminary Recommendations
Boston (East)

See map "Boston (West)" for continuation of route

- Route 57
- 899 Existing Stops w/ Bus Stop Identification No.
- Proposed Stops
- Proposed Eliminated Stops
- Rapid Transit Lines w/ Stations
- Commuter Rail w/ Stations
- P Traffic Signals (P = Pedestrian Signal)
- 750 ft Distance between Existing Stops
- Municipal Boundaries



MAP SOURCE: MassGIS

0 500 1,000 2,000 Feet

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